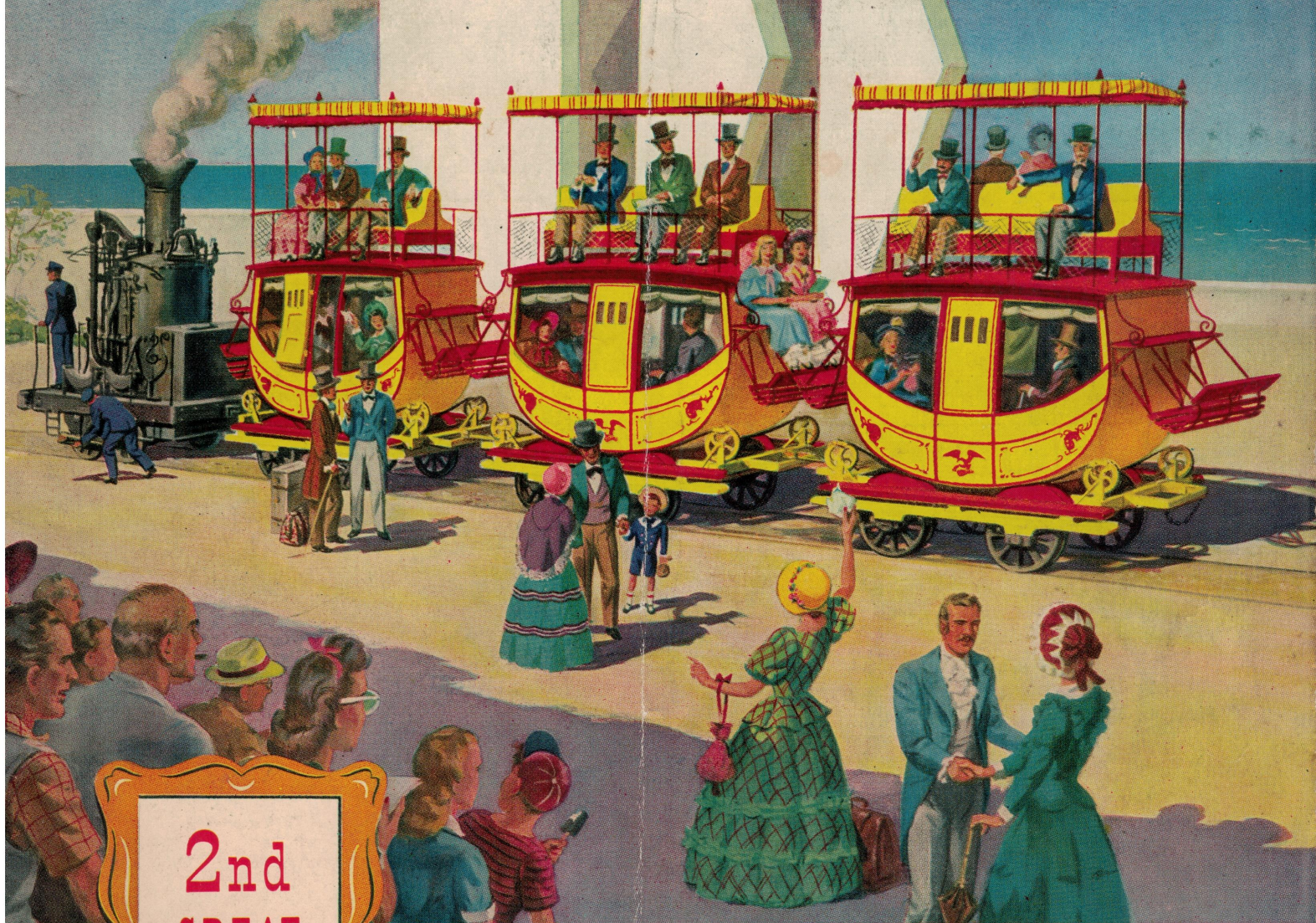


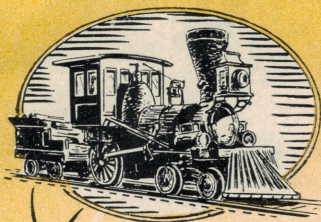
Chicago Railroad Fair



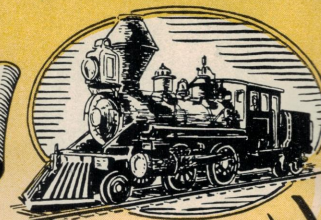
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and Program for the Pageant
'WHEELS a-ROLLING'

Price 35¢



The Chicago Railroad Fair



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The Atchison, Topeka & Santa Fe Railway System
The Baltimore and Ohio Railroad Company
The Boston and Maine Railroad
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The Chesapeake and Ohio Railway Company
Chicago & Eastern Illinois Railroad
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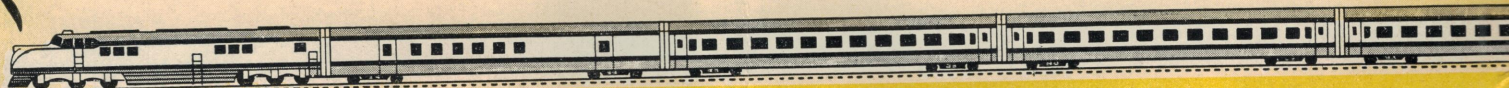
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A year ago, in The Chicago Railroad Fair of 1948, America celebrated completion of the first century of rail transportation west of Chicago. For the millions who thronged the Fair's 50 acres of stirring spectacles it was an opportunity to relive again in vivid realism those dramatic moments of the past when an infant people was fighting its way to its present position in the world.

Colorful exhibits, presented by the outstanding units of the railroad industry, retold the story of the most miraculous hundred years in man's history. In them were dramatized all the God-given foresight, unselfish devotion and dauntless courage that, in a period of only three generations, were to achieve the joining by steel rails of the previously loosely knit states of the infant East and the largely unknown empire of the Golden West into a compact, powerful, prosperous nation.

With The Chicago Railroad Fair of 1949, we leave that glorious past to take stock of our capacity to meet the even greater problems to be anticipated in the future. As, in the Fair's second year, we herald the start of a second century of rails into the sunset, we, at the same time, are forcibly reminded of the assets we have to meet our destiny.

Every exhibit this year has been devised to depict the wealth that is America's. In one there is portrayed the great strength and resources of the industrial East. Another reflects the bountiful plenty of the fertile Midwest. Others reproduce the beauty and play spots of the nation. While close beside are displayed the latest marvels in new trains and equipment. Interweaving them all is

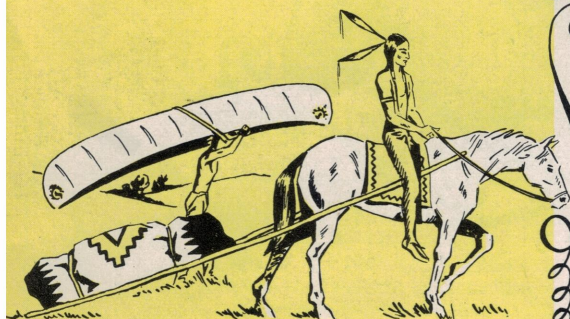
unending evidence of the basic part the railroads are ready to play in America's economic and social progress in the future as they have done so effectively in the years now closed.

Forceful as may be the Fair's significance in its historical and educational character and as convincing evidence of our economic affluence, its most unique appeal is the unlimited opportunity it affords for personal entertainment and enjoyment. In almost every aspect it is planned to enable the visitor to thrill to the novelty of actual, personal participation rather than to attend merely as a mildly interested spectator.

Rides on famous narrow gauge trains and the equally fabled cable car, face to face chats with wrinkled Indian medicine men in a real Indian village, a venturesome walk down the street of a rip-roaring, old Western mining town, a chance to relax in typical Southern comfort in a delightful New Orleans courtyard or luscious dinners on the world's most famous railroad dining cars—you are urged to make the most of them all. Everywhere in the Fair's mile-long series of sparkling attractions the doormat reads "Welcome."

For all its importance as a national centennial, The Chicago Railroad Fair is actually offered by its railroad sponsors primarily for only one purpose—for the pleasure of the American public in whose unceasing interest and support American railroading and its allied industries have ever found a stimulation to continuously greater accomplishment.

Chicago Railroad Fair Presents 'Wheels a-Rolling'



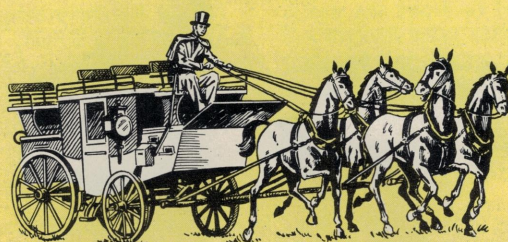
INDIAN TRAVOIS



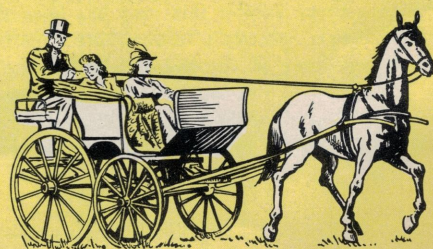
VOYAGEURS



INDIAN DANCE



1800 ROAD COACH



STANHOPE FLANDAU

Produced by **LENOX R. LOHR**

Assisted by **D. M. MacMaster**

Staged and directed by **HELEN TIEKEN GERAGHTY**

Assistant Director—
Earl J. Brisgal

Musical Director—
Isaac Van Grove

Choreographer—
Joan Woodruff

Costume Director—
Lurene Stone

Adapted from a pageant play by **Edward Hungerford**

Prologue

INDIAN TRAILS AND WATERWAYS—1673—Today, America is a nation on wheels—wheels that have rolled through wilderness and waste land, leaving in their tracks, a thousand cities, ten thousand towns. Yesterday, America was a boundless wilderness. The Indian knew the intricacies of its trails and waterways. By canoe, piroque, the horse and crude travois he penetrated the great unknown. Father Marquette, Joliet and voyageurs reached the shores of Lake Michigan in 1673. They were the advance guard of transport, pushing the frontier westward.

LEFT: THE RAILROAD SURGES WESTWARD, UNDER PROTECTION OF THE UNITED STATES ARMY.
RIGHT: THE DRIVING OF THE GOLDEN SPIKE CLIMAXES THE SPANNING OF A CONTINENT.

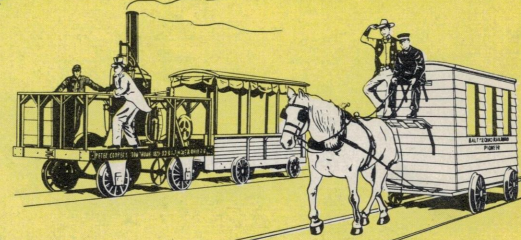


Scene 1

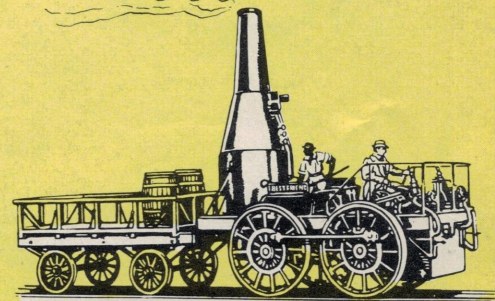
THE NATIONAL ROAD—1815—On the heels of the voyageurs came the explorers, adventurers, and brave pioneers pressing ever further into the wilderness. Indian trails became roadways. Most important of these early turnpikes was the National Road. An army of wagons and travelers of all description moved westward. This first great inland route becomes an artery for a growing nation, pumping the throbbing spirit of a growing people westward toward the Mississippi.

Scene 2

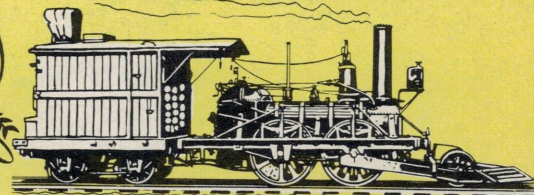
THE IRON HORSE—1829-36—A new era of transportation appears. Steam becomes the new motive power. Able to cover greater distances, man lays down rails and the parade of the Iron Horse begins. First come the De Witt Clinton, the John Bull and the Best Friend of Charleston. The Tom Thumb races the Pioneer horse car, and the gray mare wins; but the mounting pace of steam locomotion cannot be long delayed. For, as the John Hancock, the Atlantic and the LaFayette add new records in the conquest of space, America's first railways begin to reach out across the nation.



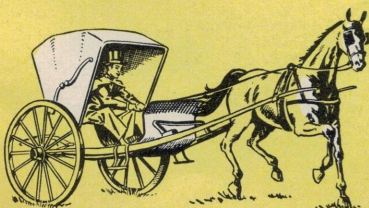
TOM THUMB IN EPIC RACE



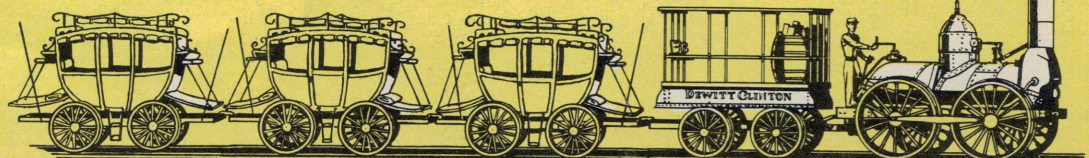
BEST FRIEND OF CHARLESTON



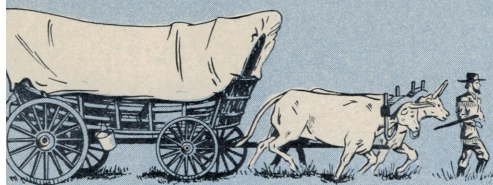
JOHN BULL



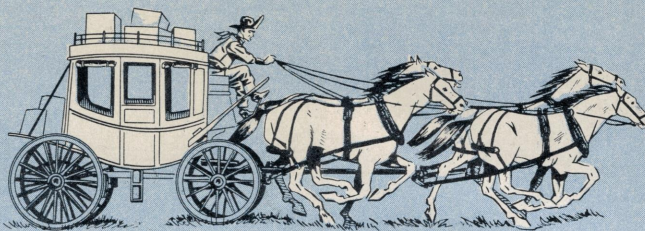
THE LAFAYETTE



DE WITT CLINTON AND COACHES



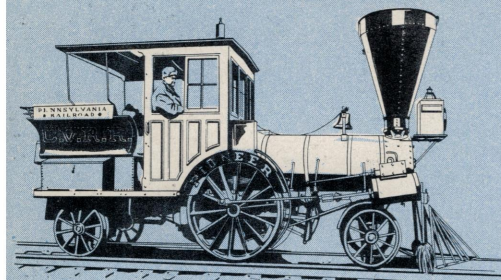
CONESTOGA WAGON



WELLS-FARGO STAGE COACH



PONY EXPRESS



CUMBERLAND VALLEY PIONEER

Scene 3

RAILS ACROSS THE PRAIRIE—1848-68—Closely pressing the voyageurs, adventurers, and the gypsy-like first settlers, come large groups of more substantial citizens. Villages and towns are founded. Modest homes, churches and schools arise from the prairie. Transportation over mud roads and treacherous streams gives way to short haul railroads everywhere. As they spread they form a network of rails permitting the transport of freight and passengers to previously isolated communities all over the Mississippi Valley.

Scene 4

WESTWARD HO! 1849—Gold! The whispering of a single word sets an entire land aflame. The westward trek begins. Countless caravans of covered wagons, crude carts and weary travelers press toward the setting sun. The Wells Fargo coach transports passengers and gold over thousands of miles of open plain and rugged mountains. The Pony Express, riding through wind and rain, blazing sun and bitter cold, carries the mail across the lawless Overland Trail.

Scene 5

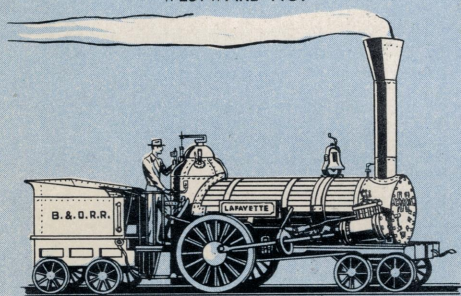
LINCOLN 1860-65—Untrained, untried, uncouth and uncultured, the man whom Fate held in store to save the Union, pauses to speak his Farewell Address to his neighbors as he leaves Springfield, Illinois, for Washington. The mighty axle of the nation cracks! Five years later, Mister Lincoln returns—a martyred President on a Funeral Train—to live forever in the hearts of a free, united America.

Scene 6

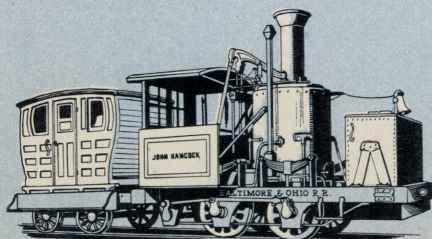
SPANNING A CONTINENT—1866—The first bridge across the Mississippi has been built. Congress legislates our first trans-continental railroad into reality. Through the virgin lands of the Sioux, the Apaches and the Comanches, the railroad plods its way westward. Countless thousands work together to span a continent and combine the greatness of the East and West.



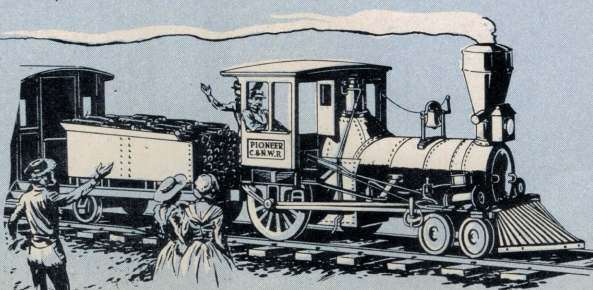
WESTWARD HO!



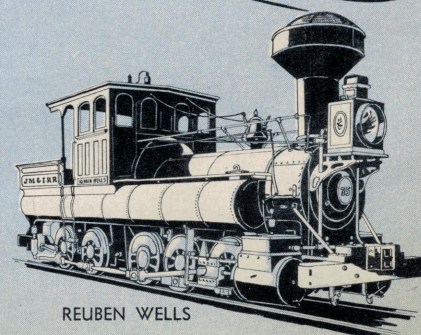
LAFAYETTE



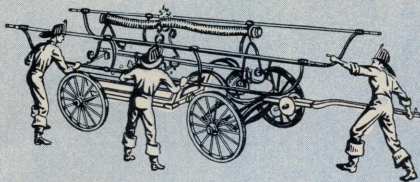
JOHN HANCOCK AND BRIDAL COACH



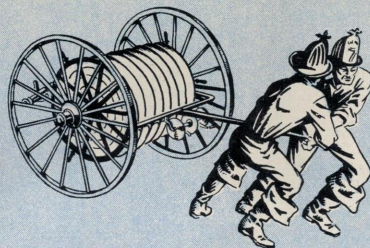
C. & N. W. PIONEER



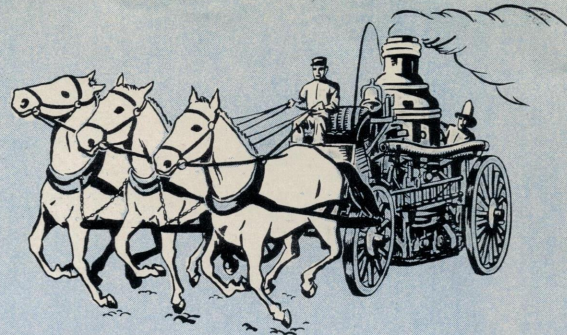
REUBEN WELLS



HAND PUMPER



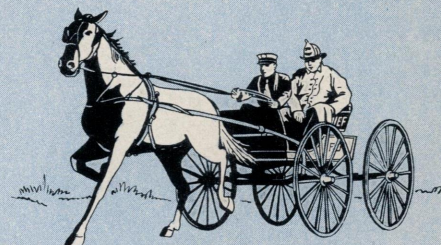
HOSE CART



THREE HORSE FIRE ENGINE

Scene 7

PROMONTORY POINT—1869—This is the day, this the hour, for which the nation has waited these long years—May 10, 1869, at Promontory Point on the rim of the Great Salt Lake! From Omaha, across the plains of Nebraska and Wyoming comes the Union Pacific. From California, over mountain and gorge, races the Central Pacific to this common meeting point. Before cheering crowds, the golden spike is driven that completes the rail link across the continent. A union of east and west that will never be split assunder is born out of lone cherished hope, foresight, courage, human sacrifice.



CHIEF'S BUGGY

Scene 8

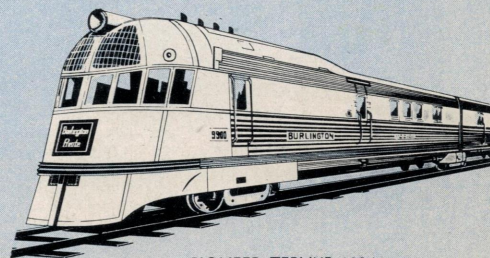
SANTA FE—1878—The Santa Fe stretches its ribbons of steel from eastern Kansas, south and west, across deep-hued deserts and sun-baked plains—beyond the Mesa Verde and the Sangre de Cristo range. As guitars play sweetly, Spanish señoritas, charros, padres, Navajos, prospectors, roustabouts and hurdy-gurdy girls await the arrival of the first train. Arriving travelers, popeyed as they behold the wonders of a new world, are served by pretty girls, who add a note of romance and refinement to the rough and tumble towns of the old Southwest. Once known only as a trader's route, beset by dangers at every turn, the railroad brings a new breed of thrifty homesteaders to the old Southwest.



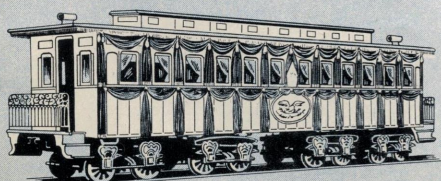
THE HOLDUP

Scene 9

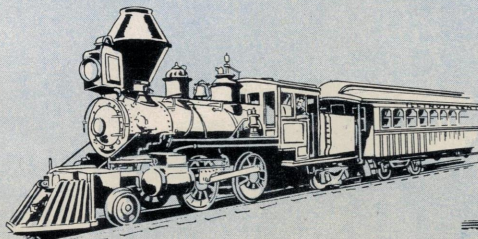
OPENING OF THE NORTHWEST—1878-88—From the fjords and farms and villages of northern Europe immigrants come to till the fertile lands granted the railroads in the great American Northwest. They join in taming the wilderness, in laying the foundation of a great nation. Farmer, lumberjack, and pioneer of American industry take their places in the common destiny.



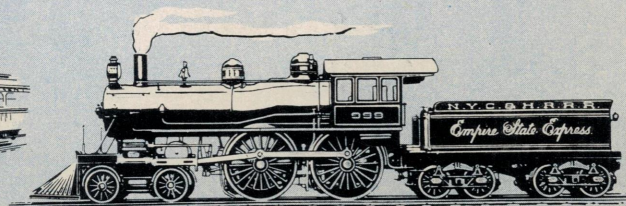
PIONEER ZEPHYR-1934



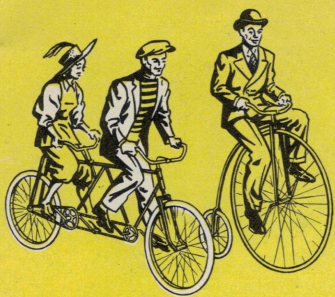
LINCOLN FUNERAL COACH



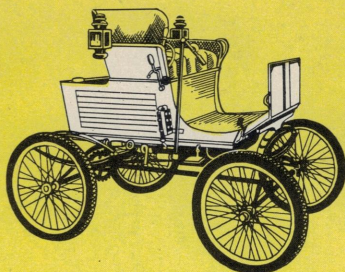
ILLINOIS CENTRAL SUBURBAN TRAIN



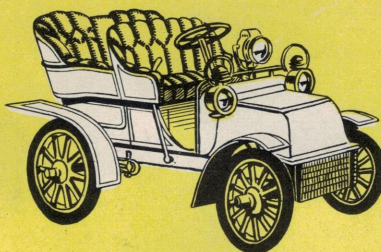
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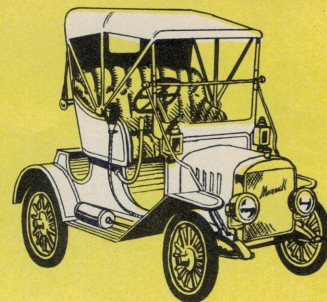
EARLY BICYCLES



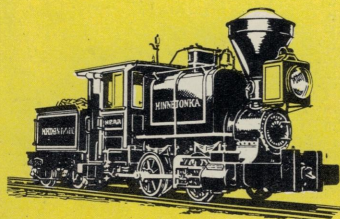
LOCOMOBILE STEAMER - 1900



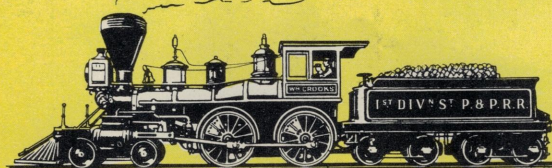
CADILLAC - 1904



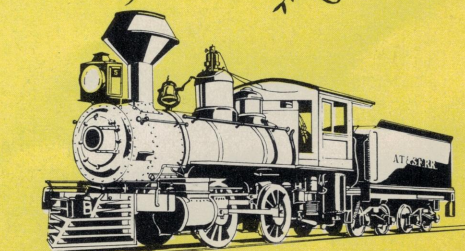
MAXWELL - 1906



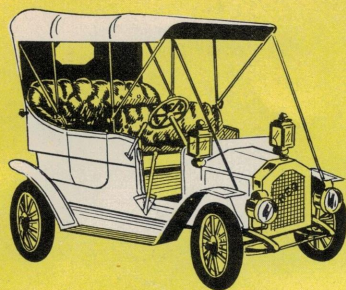
MINNETONKA



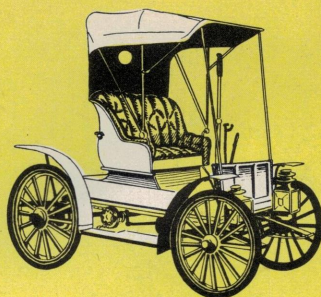
WILLIAM CROOKS



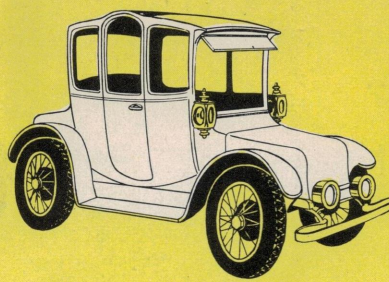
LITTLE BUTTERCUP



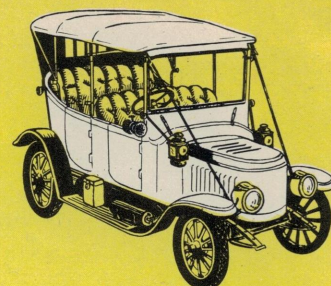
REO - 1908



SEARS - 1910



CHICAGO ELECTRIC - 1913



STANLEY STEAMER - 1912

Scene 10

TURN OF THE CENTURY — In 1890, Congress proclaims the end of the frontier. The era of expansion is over, consolidation now begins. It is time to pause, time out for fun! The horse is the hero of the hour; the carriage trade rides in unprecedented elegance. The cable car, the horse car, the suburban train bring people together for a circus parade. Even the bicycle club makes a brave appearance. At the height of the festivities a new thrill is given when the horse-drawn fire department tears its way through the holiday celebrants and the "999", fastest locomotive of its time and a snorting behemoth of black steel and hot steam, shrieks down the tracks.

Scene 11

THE HORSELESS CARRIAGE— 1903-1915— The century has turned to the rhythm of rolling wheels. As metropolitan interests wander from the elegantly designed horse-carriages, there is much conjecture as to how far a horseless carriage can go without a horse. Chicago's elite come by Tally-Ho for their first ride in the automobile. Speed becomes the topic of the hour, and the names of Selden, Duryea, Apperson, Haynes, Buick and Ford are on everyone's tongue. Highways reach across the nation, paralleling the railways. The automobile is here to stay.

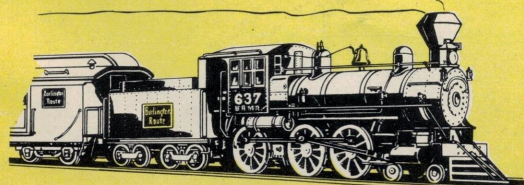
Scene 12

PIONEER ZEPHYR — MAY 26, 1934— Chicago is celebrating its Century of Progress. The Diesel locomotive has graduated from the yards to the terminals to be accepted into passenger service. America's first streamlined Diesel, the Burlington's Pioneer Zephyr, has just raced non-stop 1015 miles from Denver to Chicago in 13 hours, 4 minutes—a record that will stand high in railroad history. Another milestone has been passed in the forward march of transportation.

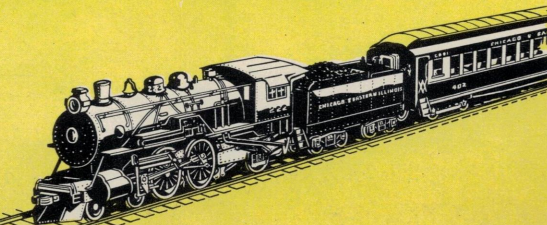
Epilogue

MODERN TRANSPORT — 1949

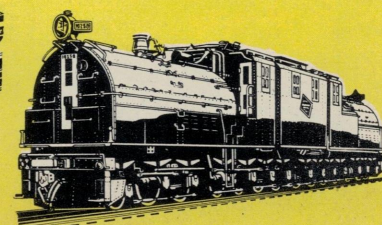
—Modern transport has reached across a hemisphere to weld America into a mighty nation. Racing motorcycles, jeeps, tractors, automobiles and meteor-like fire engines dramatize its constantly accelerating pace. A giant steam locomotive and a magnificent new Diesel—slowly, majestically meet. For more than a century railroads have forged our destiny. They have spanned a continent—united a nation. The romance of transportation, the adventure of speed and progress, is more than one phase in the history of America. It is the pulse-recording chart of the very life blood of the Nation.



IMMIGRANT TRAIN



C. & E. I. No. 222

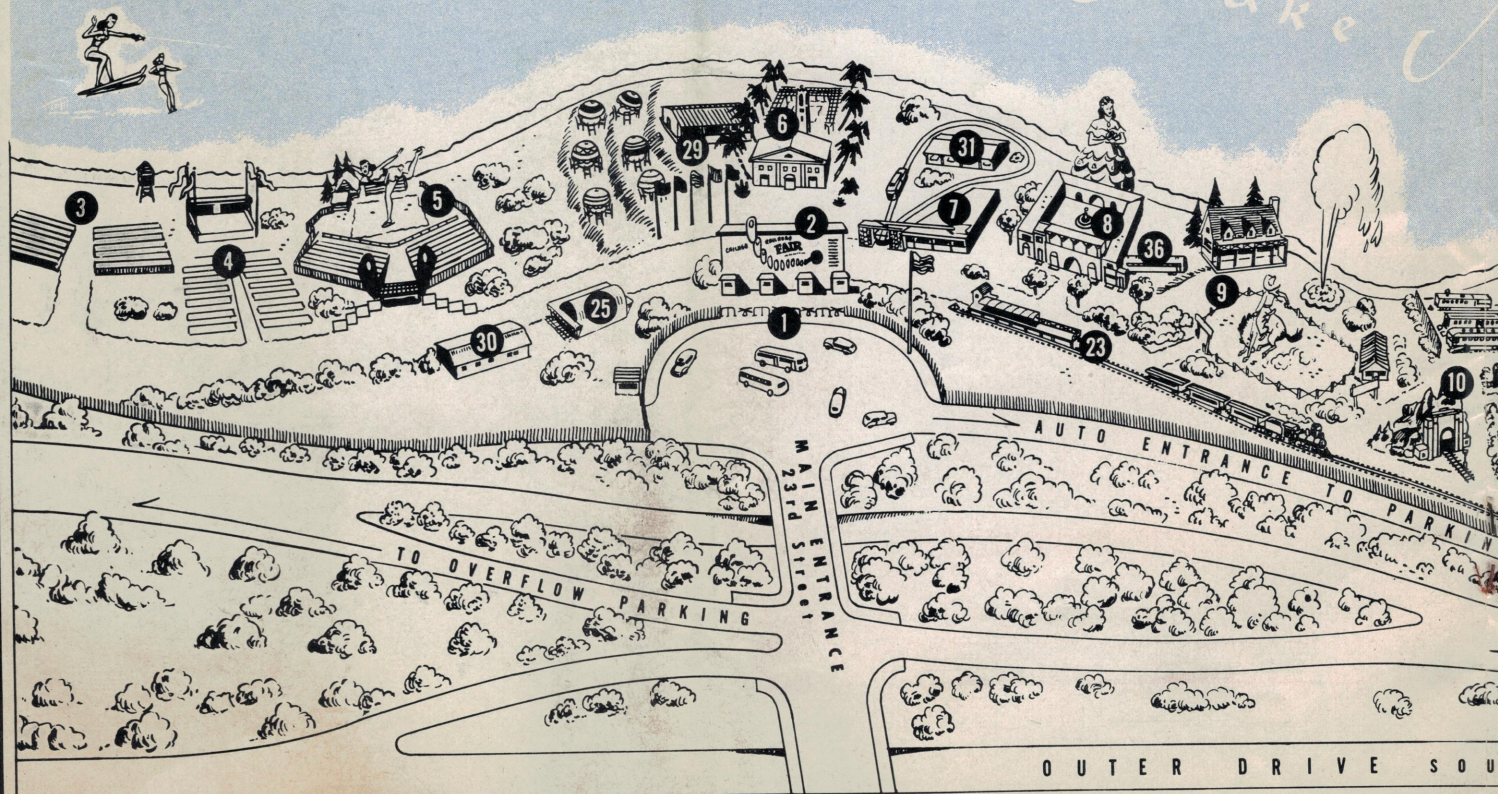


MILWAUKEE ELECTRIC



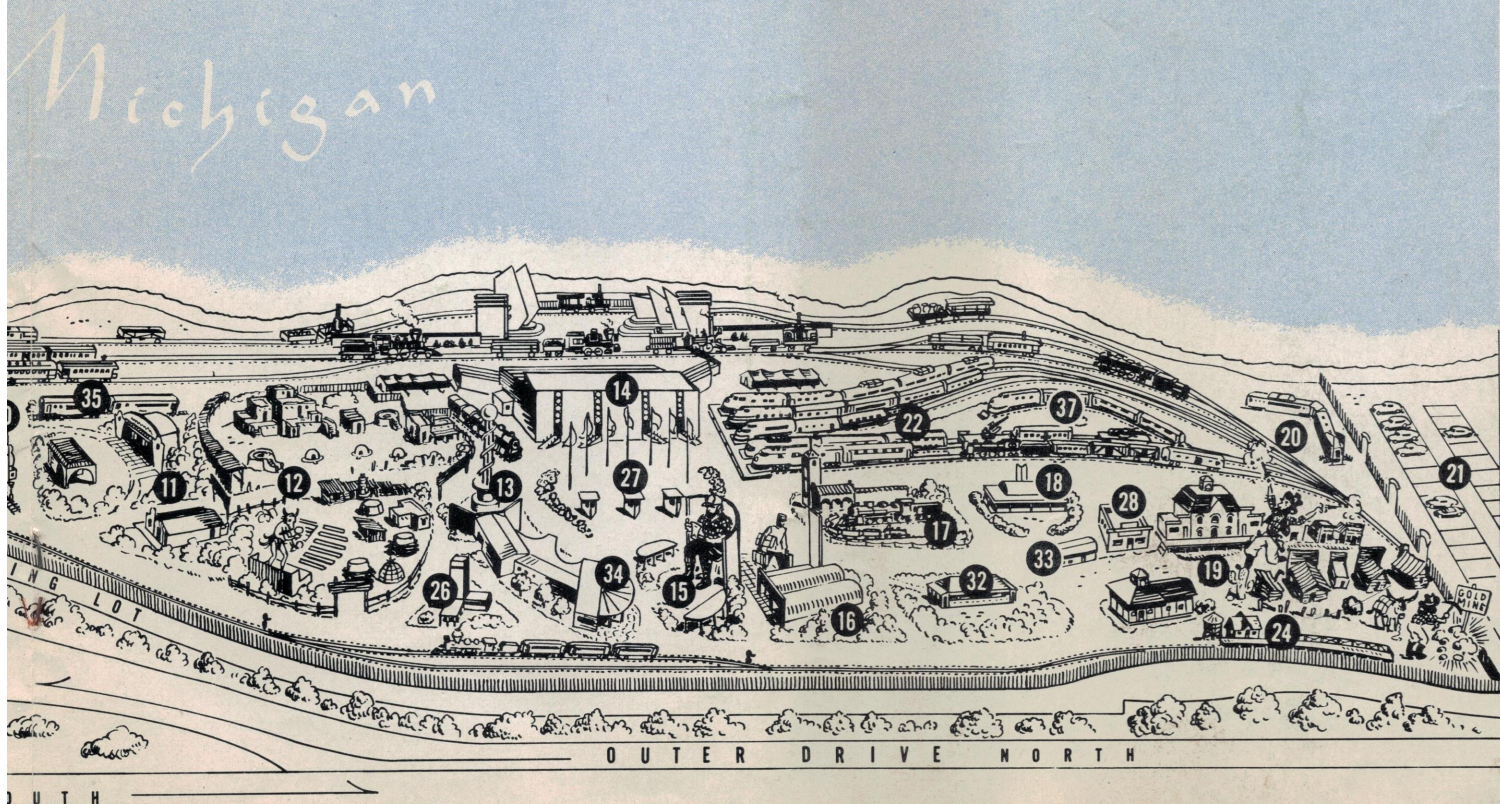
CHICAGO RAI

1. Main entrance
2. Administration building
3. Cypress Gardens Water Thrill Show
4. Special events arena
5. Ice Frolics
6. "Florida in Chicago" and replica of Bok Singing Tower—Chicago & Eastern Illinois Railroad
7. San Francisco cable car—Golden Gate theatre—Western Pacific Railroad
8. Old French quarter and New Orleans exhibit—Illinois Central Railroad
9. Rodeo show, dude ranch, "Old Faithful" geyser—Burlington, Great Northern and Northern Pacific Railroads
10. Moffat Tunnel and theatre—Denver and Rio Grande Railroad
11. Rocket Village, square dancing, Southwest exhibit—Rock Island Lines
12. Santa Fe Indian village, New Mexico and Arizona Indian tribes, tribal dances, medicine men, Indian crafts workers, trading post—Atchison, Topeka and Santa Fe System
13. Vitarama Hall, joint exposition by nine eastern railroads, "Genial Joe", mammoth scaled model railroad system
14. "Wheels a-Rolling" theatre, 6,000 seats
15. Paul Bunyan exhibit and prize award, chalk-talk quiz show—Chicago and Northwestern System
16. Pullman Company's display of latest in passenger travel comforts and luxuries



WORLD ROAD FAIR

17. Spanish American Village, "Big Boy"—largest steam locomotive ever built, free rides for the kiddies on miniature streamliner—Union Pacific Railroad
18. Shelter Building
19. Gold Gulch, old gold rush mining town
20. Budd Company's exhibit of nation's newest streamline cars
21. Main parking lot
22. Famous train display, including General Motors' "Train of Tomorrow," the Spanish government's new "Talgo" mystery train, and U. S. Army exhibit
23. "Deadwood," north terminal of Deadwood Central narrow gauge railroad
24. Gold Gulch narrow gauge station
25. Santa Fe movie theatre
26. Travel Building
27. Main plaza
28. Gold Gulch, U. S. Post Office
29. Harbor View Terrace Restaurant
30. North Restaurant
31. Cable Car Inn
32. Railhead Inn
33. Leo's Grubstake Restaurant
34. Eastern Railroads Restaurant
35. Rock Island's "Fiesta" and 1880 "Palace" dining cars
36. Illinois Central's "Cafe St. Louis," all-electric dining car
37. Chesapeake and Ohio "Chessie Club" dining and tavern cars



50 ACRES OF THRILLS DRAMA • ACTION



Tribal Dances in a Real Indian Village—Sand Paintings by Famed Medicine Men—Redskin Craftsmen and Artists

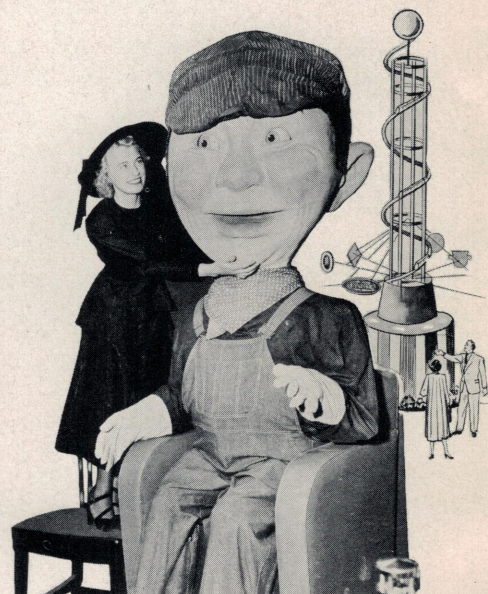
For a real taste of colorful life in the Southwest Indian country there are few more convincing spots than the picturesque Indian village with its pueblos, hogans and wickiups transplanted by the Santa Fe Railway to the Fair, from the wilds of Arizona and New Mexico. See the dancers of more than a dozen famous tribes in their colorful religious dances several times daily in an open air theatre with seats for 600. Watch the Indian medicine man as he drives evil spirits away with his sacred sand painting. Right in front of you entire Indian families will ply their arts and crafts, producing their legendary wonders in silverware, weaving, basketry and blankets. Visit the Trading Post. The Santa Fe also operates a free movie theatre north of the 23rd St. gate.

The Atchison, Topeka and Santa Fe Railway System

First American Public Presentation of the 3-Dimension Vitarama—"Genial Joe"—Model Railroad System

Vitarama, new 3-dimension picture discovery which has thrilled and mystified private audiences, is brought to the public for the first time as feature attraction at the joint exhibit of nine Eastern Railroads. Only machine of its kind in the United States today, the Vitarama uses simultaneously five different screens to depict the part played by the Railroads in the growth of America and as a means of travel, particularly in the East. Vitarama Hall holds 650 spectators. Immediately adjacent is "Genial Joe," giant robot railroad fireman and favorite of the kiddies. In another building there is the big model railroad system with accurately scaled model trains of the nine sponsor railroads tearing around a huge network of tracks. Adjoining Vitarama Hall is a new, large outdoor restaurant.

**Baltimore & Ohio—Boston & Maine—Erie
Maine Central—Monon—New York Central
Nickel Plate—Pennsylvania—Wabash**



Bronco-Busting Rodeo Stars—Old Faithful Geyser in Action—Dude Ranch—Indian Tepees—Totem Poles

Breath-taking thrills! You'll get them aplenty at the all-new rodeo show, presented by the Burlington, Great Northern and Northern Pacific Railroads. Champions of the internationally known Cheyenne Frontier Days and the Calgary Stampede annual rodeo competitions do their stuff several times daily. For the most daring in bronco-busting, bull-dogging, calf-roping, Roman horse racing, trick and fancy roping, join the throngs at the big corral next to the Dude Ranch lodge-chalet. While there, don't miss the replica of Old Faithful geyser shooting its waters skyward.

**Burlington Lines . . . Great Northern Railway Company
Northern Pacific Railway Company**

Colorful Florida in All its Glory—Music from the Bok Singing Tower—Tropical Gardens

Lovers of beauty will thrill in the Florida estate of early Colonial Days presented by the Chicago & Eastern Illinois Railroad. Completely new this year are its 25-foot scale replica of the famous Bok singing tower, the reflection pool of the picturesque bird sanctuary at Lake Wales, Florida, with the walk-ways lined as an avenue of palms. More than 2,000 varieties of semi-tropical flowers and fruits supply an exotic background for the lake front lounge where visitors are invited to relax in true Florida style under brilliantly-hued beach umbrellas. Sip cooling orange juice served by beautiful Southern hostesses. Enjoy pleasures popular with vacationists to Dixieland.

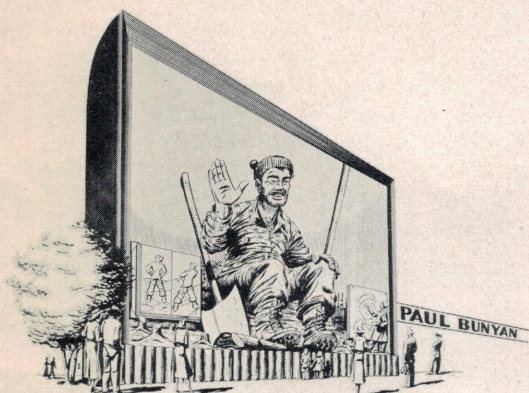
Chicago & Eastern Illinois Railroad



Paul Bunyan, Legendary Hero of the North Woods—A New Quiz Show—Prizes for Picture Guessers

Meet Paul Bunyan! A 35-foot robot of the mythical superman of the North Woods, complete to his size 69 boots and 80 neck-size shirt is presented by the Chicago And Northwestern whose lines now ply the area where he once held reign. Paul talks, moves, shakes hands and gets a real kick, recounting his famous feats. "Babe, the Blue Ox" that measured 42 ax handles and a plug of tobacco between the horns, is here, too, with her fabled master. Approximately ten times daily, the Northwestern also presents a free, 30 minute chalk talk by well known artists. Spectators, guessing what the final drawings will be, receive cash awards. Wrong guesses mean a bigger pot for the next show. In addition the finished drawings go by lot to members of the audience.

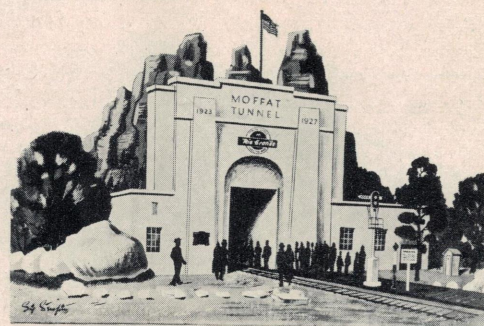
The Chicago And North Western Railway System



Moffat Tunnel Brought East—Engineering Masterpiece that Beat the Rockies Depicts Transportation's Progress

An exact replica of the portal of the marvelous Moffat Tunnel which pierces the Continental Divide 50 miles west of Denver has been erected at the Fair by the Denver & Rio Grande Railroad. For this novel exhibit there were hauled to Chicago tons of the same red rock that was blasted from the mountains for the original tunnel, which took five years to build, cost more than 18 million dollars and now saves the railroad traveller 173 miles between Denver and Salt Lake City. The entrance of the Fair tunnel, same size as the original, leads to a movie theater and exhibit gallery.

Denver & Rio Grande Railroad

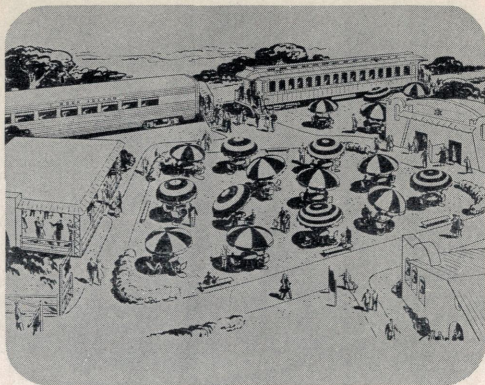


New Orleans' French Quarter Reproduced in Chicago—Meals on World's First all-Electric Diner

For the romance of the 18th Century South the Illinois Central Railroad's old New Orleans exhibit, with its typical French Quarter street and flagstone courtyard, takes the visitor back to the gracious living of the early 1800's. Strolling musicians sing the melodies of the Old South in keeping with the hospitality offered by youthful hostesses in dainty Dixie costumes. Through covered archways and cool "breezeways" the paths lead to a comfortable pavilion, with plenty of comfortable seating for the leg-weary, where reservations may be made for meals served on the Cafe St. Louis, world's first all-electric dining car, last word in railroad passenger luxury and rushed off the production lines just in time for the Fair.

Illinois Central Railroad





Old Mexico in All Its Romance—Square Dancing in the Village Dance Hall—Dining a la 1880 or 1949

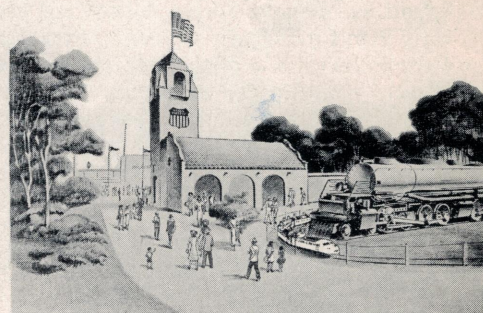
Fiesta!! . . . Gay, throbbing, romantic . . . keynote the Rock Island Lines' presentation at the Rocket Village. Hear the plaintive melodies of old Mexico or join in the stirring tempo of the western square dance in surroundings reproducing the lures of the Spanish Mission and western ranch countries. Music and dancing by stage headliners. For the lover of happy living, meals in the colorful Fiesta dining car or more old fashioned repasts in a replica of the railroad's 1880 "Palace" dining car with its hanging lamps, mahogany panelling and mid-Victorian niceties. In other buildings . . . dioramas, movies. Free entertainment afternoons and evenings.

Rock Island Lines

Carefree Days in the Outdoors West—The Famed Golden Spike—Free-Rides for Youngsters—Miniature Streamliner

The Western Wonderlands Exhibit of the Union Pacific has been entirely revamped for the 1949 Fair. Spanish-American type buildings, topped by a 55-foot tower, include among their many exhibits rapidly changing picturizations of the fun, sunshine, relaxation and carefree life of the Outdoors West. For railroad and camera fans there is "Big Boy", largest steam locomotive ever built. And for the little folks there are free rides on a miniature streamliner on more trackage than last year. Occupying the position of honor is the actual Golden Spike, driven into the rails at Promontory Point 80 years ago, marking the meeting of the Union Pacific and Central Pacific and completion of the nation's first transcontinental railroad.

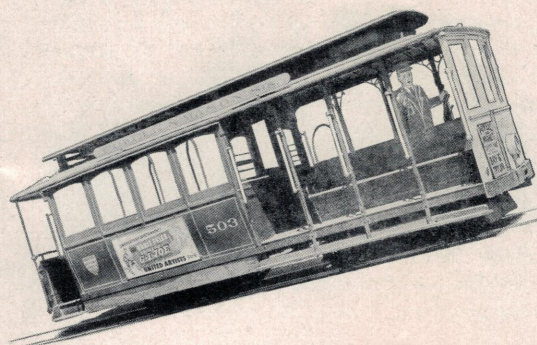
Union Pacific Railroad



A San Francisco Cable Car Climbing the Shore of Lake Michigan—California's Golden Beginning Reenacted

Get the same kick you would enjoy on one of the fabled, cable cars of San Francisco. Fair visitors are invited by the Western Pacific Railroad to free rides on a car that was first put into service in the Golden Gate City in 1880. Manned by a gripman and conductor, brought from the Coast because of their colorful speech and gong-ringing ability, it runs up the hilly shore of the Fair's Lake Front and terminates at a turn-table, just as it does back home on its San Francisco trips ending at Market Street. At the Golden Gate Theatre terminal building see the movie, "California's Golden Beginning."

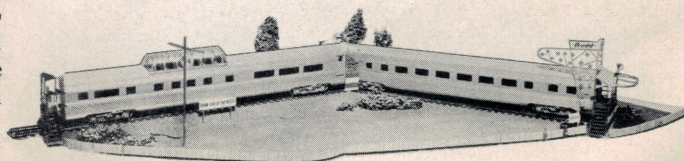
Western Pacific Railroad



Changed Every Week—The Latest Railroad Car off America's Production Lines

Railroad Fair visitors are being shown the last word in railroad passenger car progress. Every seven days, at the Budd Company's exhibit, "The Car of the Week," a brand new arrival from the production line, goes on display. To demonstrate all involved in the scientific development of these miracles on wheels, the Budd Company is also showing an incomplete car, so that actual design and construction may be examined in detail. Pioneering achievements in the railway equipment field are also portrayed in a series of three-dimensionally treated models, photos and dioramas. Topping the entrance to the general exhibit is a miniature train running on an aerial track.

The Budd Company



Relax in the Latest of Pullman Luxury—Find Out How It's Done from the "World's Greatest Housekeeper"

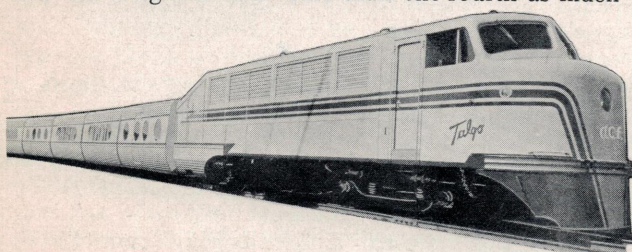
See the latest wonders in railroad travel luxury in the enlarged exhibit of The Pullman Company. Take a few moments out in your Fair visit to enjoy true Pullman comfort in the streamlined surroundings, so skillfully produced by post-war science to make veritable mansions of the railroad sleeping, lounge, club and observation cars. Pullman conductors and porters long known to the world's most famous travelers will demonstrate all the latest improvements. For the housewife there is a particular treat in learning the "tricks" in housekeeping perfected by the one company that handles more transient guests daily than any other host organization in history.

The Pullman Company

Most Spectacular Display of Famous Trains Ever Assembled—America's Newest Streamliners The "Train of Tomorrow"—Spanish "Mystery Train"

On a great network of tracks at the south end of the Fair you will behold the pride of the modern railroad world. Open for full inspection are the latest passenger and freight creations of the leading Eastern and Western lines. Go through such marvels as the General Motors "Train of Tomorrow," and the revolutionary "Talgo," low gravity, high speed, "mystery" train just built in this country for the Spanish railroad system and that weighs a little more than one-fourth as much

as ordinary equipment. Learn all about the dynamometer car constructed by the University of Illinois and the Illinois Central to test the pulling power of locomotives; and the stripped-down, diesel training car of the Electro Motive Division of General Motors to train locomotive engineers for new streamliners. See the new Polar Region transportation equipment developed by the U. S. Army for the recent joint "Operation Churchill" maneuvers with the Canadian forces in the Arctic.



General Information

First Aid . . . The Chicago Chapter, American Red Cross, operates a fully staffed, emergency medical center on the Fair grounds. Location—in the U. S. Army Hospital Car, south of the "Wheels a-Rolling" grandstand.

Public Telephones . . . Locations—In the plaza outside the Main Entrance (23rd St.); both ends of "Wheels a-Rolling" grandstand; and at entrance to main auto parking lot (29th St.).

Public Comfort Stations . . . Locations—Lower floor, Fair Administration Building, immediately behind the 23rd St. entrance; under "Wheels a-Rolling" grandstand; and in Gold Gulch Post Office building. Other facilities in Illinois Central, Burlington-Great Northern-Northern Pacific, Eastern Railroads and Pullman exhibit buildings.

Lost and Found . . . Inquire at Administration Building, Main Gate (23rd St.).

Lost Children . . . Consult Chicago Park District Police headquarters, at Administration Building, Main Gate (23rd St.).

Free Fireworks Display . . . Unless weather or special circumstances prevent, free fireworks displays are staged nightly at 10:30 p.m., following last daily performance of "Wheels a-Rolling." Location—north end of Fair Grounds.

Special Events . . . Unless announced otherwise, all special one-day events or celebrations will occur at Special Events Arena, on Lake Front, north end of Fair Grounds. All such features, free of charge.

"Wheels a-Rolling" Rain Checks . . . In case of cancellation of any performance of "Wheels a-Rolling" before thirty minutes have elapsed, rain checks will be issued.

Dining Facilities . . . The Railroad Fair's dining facilities include the following:

"FIESTA" DINING CAR

*Luncheons and dinners
At Rock Island exhibit*

"PALACE" 1880 DINING CAR

*Sandwiches and soft drinks
only; At Rock Island exhibit*

EASTERN RAILROADS DINING COURT

*Next to Vitarama Hall
(Seats 300)*

"CAFE ST. LOUIS" (all electric dining car)

*Luncheons and dinners only
At Illinois Central exhibit*

HARBOR VIEW RESTAURANT AND TERRACE

*Just north of 23rd St. gate
(Seats 700)*

LEO'S GRUBSTAKE RESTAURANT

*In Gold Gulch Exhibit Area
(Seats 300)*

RAILHEAD INN

*Between Gold Gulch and
Pullman exhibits
(Seats 400)*

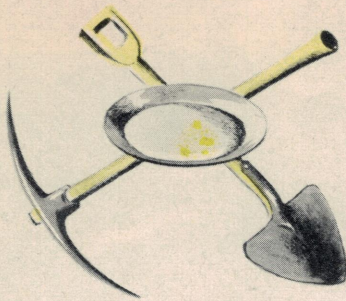
CABLE CAR INN

*Just south of 23rd St. gate
(Seats 450)*

CHESAPEAKE AND OHIO "CHESSIE CLUB" DINING CAR

*Luncheons and dinners only
In Train Display Area*

In addition there are lunch stands located conveniently on all main roads through the Fair grounds.



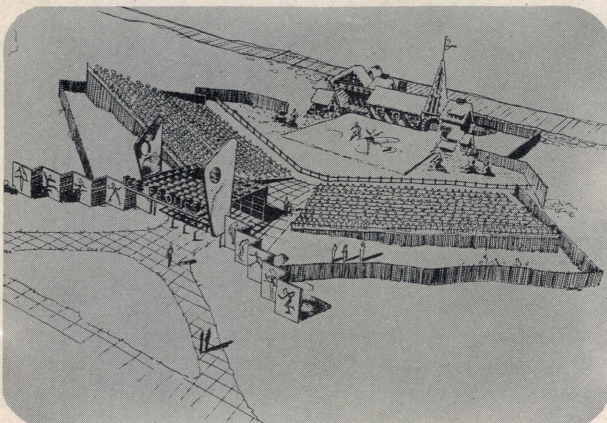
"Gold Gulch"

**—Frontier Town of Gold Rush Days
—Life in West When Men Were Men**

"Gold Gulch", another of the Fair's new 1949 features, transplants the spectator to a reincarnated 19th Century gold mining boom town. In every detail it reenacts all the excitement of life in the untamed, wild and wooly West when a man's shooting iron was his best friend and when early railroads were pushing toward the Pacific. From its action-filled Main Street and wooden sidewalks to the bearded gun-toting "old timers" working its gold mine, it gives visitors the feeling of stalking around in surroundings like those once familiar to Billy the Kid, Jesse James and other early western bad men. There's a new appreciation of the courage and grim perseverance it took to build America to be had from its many crude exhibits. For true perspective you will like its "Grubstake" dining spot, "Close Shave" barbershop,



"Dirty Shame" saloon, "Gazette" newspaper, Western bank reproduced by the Continental-Illinois National, assay office, Arcade, "Opera" house, Adobe Handicraft Shop, "Old Daguerreotype" picture gallery, "Wild West Hall of Fame" Museum, Fun House, Nickelodeon, Court house and jail, shooting gallery, and "Boot Hill" cemetery. And for youngsters there are rides on prancing Western ponies.



Another 1949 Headliner—The Cream of the Skating World in an All-new Outdoor "Ice Show"

Enjoy the refreshing novelty of stirring ice-skating showmanship produced under the summer sun. Sponsored by the companies that furnish the equipment, materials, and supplies to the railroad industry, as their collective contribution to the 1949 edition of the railroads' mammoth good-will offering to the American public, the "Ice Show" is presented in a newly built rink just north of the Fair's Main Gate. Professional ice-skaters and a highly trained dazzling all-girl skating ensemble combine in a rapidly changing series of musically supported innovations to keep you on the edge of your seats for performances lasting 30 minutes each. Shows, six times daily. Admission free. Seats for 1,200.

Water Ski Stunting by the World's Foremost Performers—Parade of Beach Fashions—The Aqua Belles

Glamour and thrills—both of the Hollywood variety—are offered four times daily in the breathtaking Cypress Gardens Water Thrill Show at the north end of the fairgrounds. In this new 1949 Railroad Fair feature, the world's foremost water ski, aquaplane and water toboggan champions skim over the blue waters of Lake Michigan at 40 miles an hour while performing unbelievable feats of skill and daring. There are spectacular routines by the lovely Aqua Belles from Florida's famed Cypress Gardens—the same lithe beauties you have seen many times in motion pictures and the newsreels. Their "Parade of Beach Fashions" features the newest and smartest in feminine bathing garb. And the amazing Aqua Clowns rollick through one of the funniest comedy routines ever staged. Seating capacity, 4,700.



"Deadwood Central"



Ride the "Deadwood Central"—On Narrow Gauge Trains That Once Climbed the Rockies

Nothing portrays the progress of rail transportation better than the Fair's "Deadwood Central" railroad with its quaint open-sided sight-seeing cars, just like those that carried the travelers of post Civil War days into the newly discovered marvels of the Rockies.

Relics of the early Colorado mining era of the '70s, the tiny wood-burning locomotive and several cars on the first narrow gauge train enjoyed by a million Fair visitors last year are the same equipment that generations ago opened rail communications between Deadwood, S.D. and Central City, Colo. Taken over later in a merger with the Burlington Lines, this train includes the same private car once used by President Ulysses S. Grant, Diamond Jim Brady and other celebrities of yesteryear.

Supplementing this train, another narrow gauge veteran has been added to the "Deadwood Central" for 1949, ex-

panding the Fair's system into a two-train operation. Owned by the Denver & Rio Grande, the ancient locomotive and cars of this second narrow gauge train, like those of its Burlington contemporary, recall the memories of their historic youth. It is called the Cripple Creek and Tin Cup R. R.

Originally introduced to permit railroading through narrow defiles and over mountain obstacles that could not be traversed by equipment of standard dimensions, both trains of the "Deadwood Central" carried millions in golden ore and multitudes of prospectors, soldiers, Indian traders, adventurers and early settlers in their long periods of service.

At the Chicago Railroad Fair, they operate between the main entrance at 23rd Street and "Gold Gulch", the Fair's Western town.

RECOGNITION

"WHEELS A-ROLLING"

Particular appreciation is extended to the Museum of Science and Industry of Chicago for the loan of locomotives, horse-drawn vehicles, bicycles, automobiles and other equipment and for the use of the Museum's quarters and facilities for organization and rehearsal. Similar appreciation is extended the following:

American-LaFrance Foamite Corp.
A. Watson Armour
The Atchison, Topeka and
Santa Fe Railway System
Henry B. Babson
The Baltimore & Ohio Railroad Co.
Mrs. Charles W. Bidwill
Bowman Dairy Company
Burlington Lines
Butler Motor Co., Willys Overland Dist.
Chicago and Eastern Illinois Railroad
Chicago Fire Department
Chicago Historical Society
Chicago, Milwaukee, St. Paul and
Pacific Railroad Co.
Chicago and North Western Railway
System
Chicago Transit Authority
Chrysler Motors Corp.
Dennison, Iowa, Fire Department
Edison Institute

Firestone Tire and Rubber Co.
Ford Motor Company
General Motors Corp.—
Buick, Cadillac and Oldsmobile Divisions
Great Northern Railway Co.
Harley-Davidson Motors
W. J. Hoss
Illinois Central Railroad
International Harvester Co.
Robert Kaselau
Ed and Mel Kein
New York Central System
Northern Pacific Railway Co.
D. Cameron Peck
Pennsylvania Railroad
The Pullman Company
Railway Express Agency
Railway and Locomotive Historical Soc.
Rock Island Lines
Southern Railway System
Studebaker Corp.
U. S. Tobacco Co.

"GOLD GULCH"

In the creation of the new Fair feature, "Gold Gulch," the following have extended valuable cooperation—

George O. Argall, Jr.,
Colorado Mining Association
Burlington Lines
Chicago Natural History Museum
Continental Illinois National Bank
and Trust Company of Chicago
Empire Coin Machine Company
B. H. Goldsmith
Ralph W. Hirschberg
Knott's Berry Farm & Ghost Town,
Buena Park, California
Lyons Pony Express Museum,
Arcadia, California
Master Barbers Association of Chicago
Clarence R. Petrie—
Gold Fields in Gold Gulch
Sheriff E. M. Walsh, Cook County, Ill.
Le Roy Woodland

Headliners in American Transportation History

Because of their historical significance in the transportation progress of the nation and the acute public curiosity in knowing whether they are "originals" or "replicas," most of the railroad exhibits, automobiles and vehicles used in "Wheels a-Rolling" are listed below with the dates of their actual introduction to America's economy.

RAILROAD EQUIPMENT

Name of Exhibit	First Used in U. S.	Original or replica	Name of Exhibit	First Used in U. S.	Original or replica
Tom Thumb locomotive and directors' car.....	1829	Replicas	Pullman Coach No. 9.....	1859	Replica
Pioneer horse car.....	1829	Replica	Jupiter.....	1872	Original
Best Friend of Charleston and two coaches.....	1829	Replicas	and combination coach.....	1874	Original
John Bull and coach.....	1831	Replicas	No. 119.....	1892	Original
De Witt Clinton and three coaches.....	1831	Originals	Little Butter Cup and two coaches.....	1880	Originals
Atlantic.....	1832	Original	Minnetonka and two logging trucks.....	1870	Original
and two Imlay coaches.....	1830	Replicas	William Crooks and two coaches.....	1861	Originals
John Hancock.....	1834	Original	No. 637, "Zulu" (immigrants' car) and combination coach.....	1892	Originals
and Nova Scotia Bridal Coach.....	1838	Original	No. 201 and coach.....	1880	Originals
LaFayette and two barrel cars.....	1837	Replicas	The "999".....	1893	Original
Pioneer and coach.....	1838	Originals	and Royal Limited coach.....	1890	Original
Cumberland Valley Pioneer and balcony coach.....	1851	Originals	No. 222.....	1907	Original
Reuben Wells and coach.....	1868	Originals	and coach.....	1912	Original
William Mason.....	1856	Original	No. 10250 Electric.....	1919	Original
and baggage car No. 10.....	1863	Original	Pioneer Zephyr and three units.....	1934	Originals
			State Street cable car.....	1882	Replica
			Chicago horse car.....	1859	Replica

HORSE-DRAWN AND MAN-DRAWN EQUIPMENT

(All originals)

1800-1820 PERIOD		1890-1910 PERIOD	
Road coach	Yellow Road coach	Open station wagon	Studebaker brougham
Blue barouche	La Fayette coach	Irish jaunting cart	Surrey
		Vis-a-vis	Pony cart
1850-1865 PERIOD		Park Victoria	Depot coach
Wells Fargo coach	Conestoga wagon	Hansom cab	Show phaeton
Stanhope flandau	One-Horse shay	Basket phaeton	Tally-ho
Hand-drawn fire engine	Hand-drawn hose car	Fire chief buggy	Steam calliope
Victoria		Horse-drawn hose cart	Four circus wagons
		3-Horse fire engine	Milk wagon
1870-1880 PERIOD		Mail cart	Ice wagon
Runabout	Buckboard	Popcorn wagon	
Cultivator	Big Wheels		
Red River cart			

BICYCLES

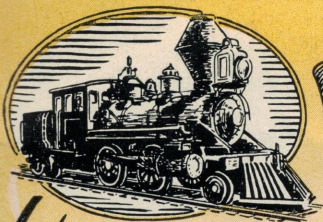
(All originals)

Bone Breaker (1830's)	3-Wheeler (1860's)
Highwheeler (1880's)	Tandem (1900's)

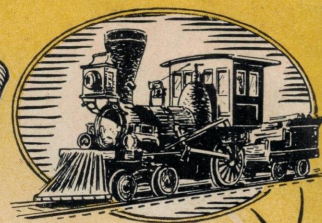
OLDER MODEL AUTOMOBILES

(All originals)

1898....Chicago Vehicle Co. tally-ho	1906....Reo	1911....Marmon racer
1900....Baker electric	1907....Schacht rear crank	1911....Ford Model "T"
1900....Locomobile steamer	1907....International farm wagon	1913....Empire
1903....Holsman rope drive	1908....Brush covered wagon	1913....Metz
1904....Cadillac rear drive	1909....Gleason	1913....Chicago electric
1904....Maxwell runabout	1909....Sears Horseless Carriage	1913....Locomobile sport model
1904....Oldsmobile 1-cylinder	1909....E.M.F.	1914....Gas tractor fire engine
1906....Ford Model "N"	1909....Brush	1920....Paterson
1906....Maxwell roadster	1909....Sears farm & Pleasure rig	1923....Willys Knight
	1910....Sears surrey	



The Pageant 'Wheels a-Rolling'



STAFF

Personnel Manager.....	Wesley Hunt	Lighting Advisor.....	Monte Fassnacht
Stage Manager.....	Charles Wood	Lot Superintendent.....	James Brennan
Asst. Stage Manager.....	Rea Warg	Horse Foreman.....	Bryon Walters
Asst. Stage Manager.....	Leonard Graber	Master Mechanic.....	Marshall Tozer
Asst. Stage Manager.....	Jack Larks	Yard Master.....	M. J. Niesavage
Properties.....	Norman Grant	Asst. Costumes.....	Otto Grebe
Asst. Properties.....	John Gouldin	Asst. Costumes.....	Terrell Everett
Office Manager.....	Richard W. Rieman		

PEOPLE IN THE PAGEANT

NARRATORS

Everett Clarke
Judith Jeffrey

SINGERS WITH ORCHESTRA

Leonard Balsamo
Michael Bondon
Robert Handwerker
John R. Irish
Shelby Nichols
Carol Smith
Marion W. Smith

CAST

Donald E. Admire
Samuel C. Allison
Jackie Altmann
Esther Ament
Raymond Anderson
William R. Andrees
Ary John Arlon
Dawn Atlas
Lemuel Bailey
Annie Laurie Bansley
Marion Barber
Charles Barranco
Harry Bartron
Mary C. Beesley
Frank E. Belanger
James W. Benson
Wayne Berk
Sam Berland
Plato L. Bibbs, Jr.
Richard F. Blanchard
John I. Bollweg
William Borling
Joseph Bornholdt
Ogden P. Brewster
Robert F. Bresgal
Zulita Brigerman
David J. Bronell
Nancy A. Brougham
Joanne Budill
Mitzi Carroll
George S. Channer III
Morton Cliff
Charles Allen Cole
Aristides Copulos
William C. Counts
Richard Dabbert
Carolyn De Camp
Miriam Demar
Joseph C. Dempsky
Frank B. Derbas
Patrick A. Devlin
David Donaldson
Virginia Donaldson
David Ducey

CAST (Continued)

Gem Dumas
Jet Dumas
Edith W. Edmondson
Donald Ekendahl
Robert A. Elliott, Jr.
Edwin J. Esberger
Joan Evans
Joni Evans
Sylvia Fabry
James C. Fairweather
Eli Ferinichik
Kenneth Flaherty
Theodore S. Fortney, Jr.
Yvonne Franz
Madge Friedman
Fred Gaines
George Gallagher
Mary Ann Goetz (Teall)
Estelle Goodman
Doreen Goss
Joseph W. Gralinski
Willard M. Gregg
William Gschwend
Barbara Hargis
Richard C. Hoh
Mary Jane Huck
Romola James
Edward C. Jepsen
Kenneth Johnson
Olevene Johnson
Richard Korthaze
Bonnie Kay
Don Kempf
Thomas G. Killough
George V. Kirby
Jane Krane
Edward Labuz
John L. La Fleur
Mabel Law
Arnold Lehnhart
George Leibforth
Lucille Lewis
Anne Llewellyn
Refugio Lopez
W. Barbara Lynn
Frank Lyons
Henry E. Lyons
Edward P. Malin
Michael Marks
Lynn Marshall
John McGhie
Peggy McGregor
Loretta McNair
Ada Meade
John C. Mertes, Jr.
Eugene Miller
John Mills
Ruby Morris

CAST (Continued)

John L. Neff
Betty Lou Nielsen
Thomas Clifford Noonan
Mary E. O'Leary
Frances Oliver
Paul Pavalon
William Pryde
Ignacio Ramirez
Kenneth F. Rio
M. James Ritter
Alfred Rollo
William B. Rourke
Henry C. Savard
Richard Schuler
Dan Serritello
Mervin Severance
Ernest Sherer
Marion M. Sherman
Donna Singletary
James H. Smith
Phillip Smith
Barbara Steele
Matthew Stepien
Beverly Stone
George R. Stover
James Jay Swann
Louise J. Tanner
Donna Tredup
Robert J. Trolan
Charles Waddington
Steve Wagner
Irene Wahl
John Thomas White
Gisela Wittich
Joan Woodruff
Andrew Yankow
Joseph Zeller
H. Charles Zettlemoyer

SECRETARIES

Barbara Knetl
Charlotte Ledford Roeder
Louise Rubin

HORSE DRIVERS

Ross Ball
Milton Blackfield
Warren Comstock
John Connolly
Archie Dent
Marty Daugherty
Jack Floyd
Irving Grant
James Kelly
Ralph Klingemier
Vincent Lorio
James McCarrick

HORSE DRIVERS (Continued)

Ralph Mitchell
Sam Miller
Walter Rauhut
Jack Sullivan
William Taylor
William White
Glen Workman

TRAIN CREW

Tom Arnold
John Baadsgaard
E. E. Bangard
John Biedenkopf
J. Buchanan
R. L. Buchanan
William Claire
W. M. Clare
R. Clark
M. Dawson
Seal Draper
Lee Durham
N. B. Ford
John Hoffman
B. Johnson
K. Johnson
W. M. Knoderer
E. Krasker
Bob Lunoe
Parks Moore
W. J. Morgan
George Neimouth
John Nelson
Herman Oberender
R. A. Paxton
Frank Rainey
J. Rayborn
J. Russell
John Schobert
John Schackelford
Don Semenick
Lee Simpson
Frank Spears
R. L. Strickney
Steve Stucker
A. L. Suthers
Charles Swartz
D. Toomles
Roy Vanoskey
Casey Wallace
Sam Warman

MACHINISTS

J. H. Brause
Reuben deLaunty
Roy Monsen

PRODUCTION CREDITS

Script Adaptation.....	Gordon Taylor of Reincke, Meyer & Finn, Inc.
Musical Adaptation.....	Issac Van Grove from original material by Tom Scott and Kurt Weill
Overture.....	"Wheels a-Rolling" by the Philip Maxwells
Architects.....	Shaw, Metz and Dolio
Construction.....	Carroll Construction Co.
Stage Lighting.....	Century Lighting Co.
Sound System.....	Radio Phone Corp.
Orchestra Mgr.....	Pete Cavallo
Official Pianos.....	Baldwin Piano Co.
Celesta Chimes.....	J. C. Deagan, Inc.

COSTUMES AND PROPERTIES

Incidental Costume Plates.....	Adelheid Hirsch
Women's Costumes.....	Emilie Costume Studio
Occasional Costumes.....	Hella Vogt
Men's Costumes.....	New York Costume Co.
Indian Costumes.....	New York Costume Co.
Pioneer's Costumes.....	Reliance Mfg. Co.
	Sears, Roebuck & Co. (Commercial Sales Div.)
Properties.....	Museum of Science and Industry
	Central Camera Co.
	U. S. Army
Masks.....	Jos. Zeller
	Adelheid Hirsch
Antique Luggage.....	Charles T. Wilt & Co.

Pieces of equipment may occasionally be missing in performances because of unavoidable technical difficulties



